# urban design element

The Barrio Logan Urban Design Element works in conjunction with the other elements of the Community Plan. The intent is to create a pattern, scale, and character for the built environment that complements the existing community while fulfilling the land use and mobility goals. The Urban Design Element supports and implements the General Plan at the community plan level by including specific design guidelines for Barrio Logan.

47

GOALS

- Promote a built environment that re-spects the physical, historic, and cultural character of Barrio Logan.

- Encourage development that promotes a healthy, safe, secure, and attractive urban environment.

- Enhance, expand and connect the public realm throughout the community.

- Support a pattern and scale of develop-ment that meets the diverse needs of the community.

- Reconnect the community of Barrio Logan with the San Diego Bay waterfront and surrounding communities of Logan Heights, National City, and Downtown San Diego.

- Improve the visual aesthetics of areas as seen and experienced throughout the community.

- Promote a comprehensive urban forest-ry program throughout the community that significantly increases the canopy cover throughout the community.

48

**Figure 4-1**
Barriers and Connections
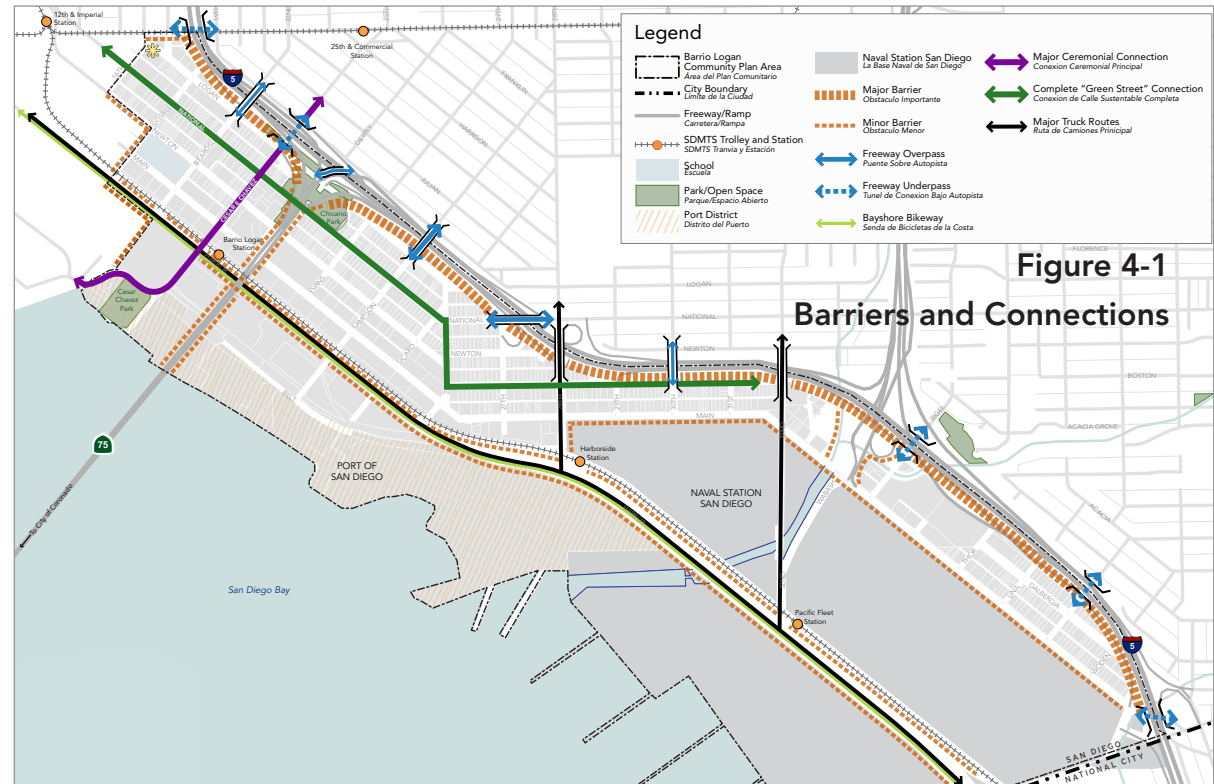
As one of San Diego's oldest communities, Barrio Logan has a long history that is evidenced in the built form, community character, and street patterns that help to define this distinctive community.

Barrio Logan's historical development along the bayfront and its varied parcel sizes - from large industrial facilities to small scale commercial, industrial and residential lots creates unique urban design opportunities and challenges. Of importance is reestablishing the historical linkages

that were broken with the construction of the freeways and railway infrastructure throughout the community as shown in Figure 4-1.

Freeways and railways are a permanent part of the urban fabric of Barrio Logan. However, urban design techniques can be used to enhance the urban environment and reconnect the important places within and outside of Barrio Logan through the design of the built environment.

A variety of new construction at different scales is
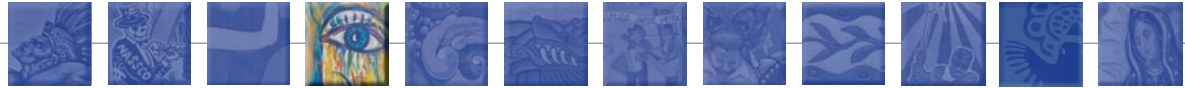
likely to occur given the demand for housing and services in Barrio Logan. Potential development ranges from façade renovations, to modest structures that will fill in gaps on small parcels within the Historic Core and in the Community Village area, to more dramatic redevelopment of large underutilized residential and industrial parcels depending on the location within the community. Development should add to Barrio Logan's character, create a human-scaled public realm, and fit within the surrounding fabric. Large developments should not overwhelm the character of the area and should help establish a pedestrian-scale pattern along the street grid system.

Barrio Logan's urban form is comprised of a distinctive street grid pattern that helps residents and visitors alike navigate through its streets, understand relationships between different neighborhoods, and feel the uniqueness of place.

The northwest to southwest traditional street grid pattern, creating unique view corridors reinforced by tightly-knit street front buildings, is the strongest existing organizing pattern in Barrio Logan. This traditional grid pattern should be reinforced and used to connect the activity centers in the plan area, as well as to link Barrio Logan to its neighboring communities and the San Diego Bay.
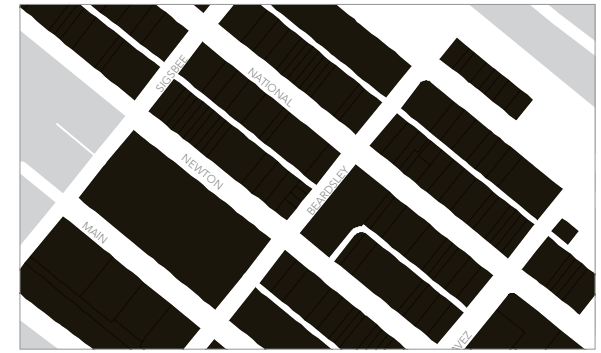
Typical Barrio Logan Block Configuration
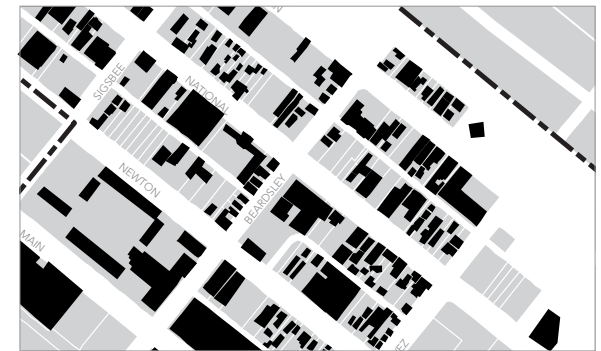
Typical Barrio Logan Building Footprint Configuration

49

Artist's rendering of National Avenue

4.1 URBAN FORM AND PUBLIC REALM

The urban design policies and guidelines are intended to respect and reflect the historic development patterns while allowing for new growth and development to occur that is consistent with the urbanized nature of Barrio Logan. The policies ensure that the principles of good neighborhood design are followed while allowing for freedom of architectural expression. As such, architectural style is not addressed in these guidelines. Instead, the guidelines pertain

to the elements of high quality building and site design that affect the scale, character, pedestrian friendliness, and other characteristics that affect the public realm. The intent is to encourage high quality design of buildings and public spaces that will create an inviting and visually interesting neighborhood.
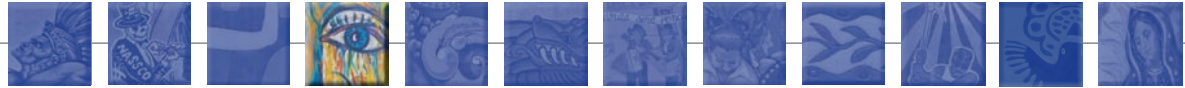
URBAN FORM AND PUBLIC REALM POLICIES

Policy 4.1.1 Require new development to design street frontages with architectural and landscape interest, and provide high quality street-facing building exteriors, to create a visually appealing streetscape.

Policy 4.1.2 Design buildings so that they contribute to a positive neighborhood character and relate to the community. Designs should be sensitive to scale, form and quality while respecting the context of well established streets, landmarks.

50

Create a visually appealing streetscape (view is of Cesar Chavez and Main Street looking north)

Policy 4.1.3 Articulate new buildings, especially with large street frontages, with strong, well defined and rhythmic vertical elements, to achieve the visual interest necessary to sustain pedestrian interest and activity.

Policy 4.1.4 Visually differentiate changes in use of vertically mixed-use buildings through changes in material, upper floor stepbacks or other means, and not solely by color alone.

Policy 4.1.5 Differentiate the mass of buildings with street frontages longer than 25 feet on residential streets or alleys, and 40 feet on all other streets, with well designed vertical and horizontal modulations such as ground floor entryway setbacks, upper floor stepbacks for balconies or other means, and not solely by color alone.

Policy 4.1.6 Use contemporary and high quality materials for development that is industrial in nature.

Policy 4.1.7 Use authentic materials with a substantial appearance, including wood, masonry, ceramic tile, concrete or smooth stucco. Avoid using materials such as foam molding or faux stone in particular those that have the appearance of thin veneer or attachment. If used, aforementioned materials should not be the dominant façade material and should not be used for detailing or ornamentation.

Policy 4.1.8 Brick, stone, tile, veneers, or other applied materials should terminate logically and strongly, such as by wrapping corners and terminating at architectural modulations, articulations, frames or other features, so not to appear superficially affixed to the façade.

Policy 4.1.9 All ground floor retail and first floor office uses should have non-reflective glass windows fronting onto pedestrian streets and alleys. When windows face southwest and west, frame them with protruding vertical and horizontal shading elements to provide required protection from overheating.

Policy 4.1.10 Where possible, locate all mechanical equipment, including ground, building and roof-mounted equipment away from public view.

a) Screen views of ground, building and roof-mounted mechanical equipment from adjoining properties and public rights of way with building elements that are consistent with the overall character and design of the building facades. Building frontage should not be used for utilities, storage and refuse collection wherever possible.

b) Utility boxes and access panels shall be placed underground, or out of the public right-of-way so as to prevent pedestrian impediments and blank building frontages, and to ensure that sidewalk planting opportunities for street trees and landscape are not limited.

Policy 4.1.11 Ensure that development includes appropriate setbacks.

a) For commercial and residential streets, provide space for an entry and front landing between the public sidewalk and the private entryway.

b) Setbacks, or projections on the upper floors, balconies, bay windows, innovative roof lines, or roof decks should be used to make the façade of the building attractive and more compatible to the surrounding context.

Policy 4.1.12 Incorporate Crime Prevention Through Environmental Design (CPTED) measures to design safer environments in all new residential, mixed-use, commercial, office and

*Visually differentiate changes in use of vertically mixed-use buildings*

Use non-reflective glass windows on ground floor retail and first floor office


Provide space for an entry and front landing between the public sidewalk and the private entryway

industrial development. Physically intimidating security measures such as window grills or spiked gates should be avoided; security concerns should be addressed by creating well-lit, well used streets and active residential frontages that encourage "eyes on the street."(Refer to General Plan Policy UD-A.17).

GROUND FLOOR RETAIL POLICIES
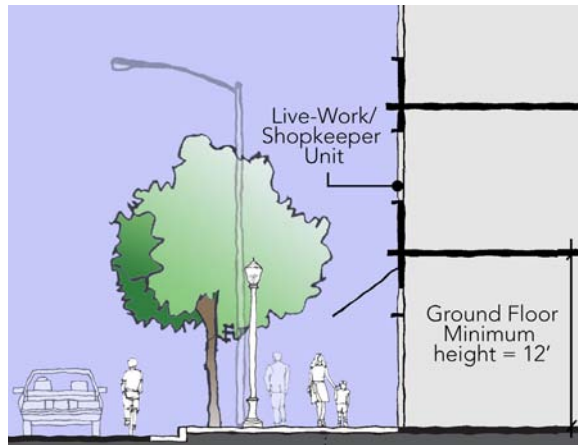
Design live/work units on the ground floor to appear like storefront space with minimum 12-feet-high ceilings
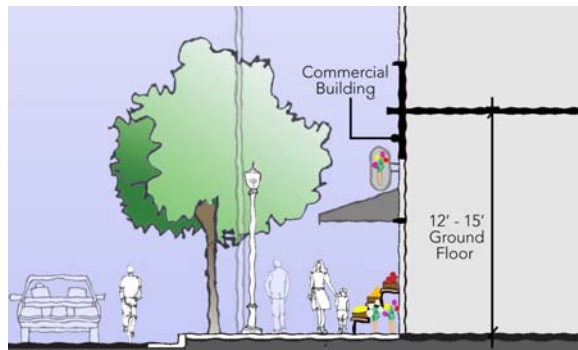
Design all ground floor commercial development to have 15-foot high ceilings

Policy 4.1.13 Design storefront space with minimum 12 to 15-foot-high ceilings to encourage high quality design and accommodate diverse commercial uses.

Policy 4.1.14 Ensure that ground floor retail space has sufficient building depth to meet the needs of retailers.

PARKING POLICIES

Policy 4.1.15 Minimize the land area dedicated to parking, on-site space dedicated to automobile circulation, and the associated visual impact of parking by creating access to parking from the alleyway and by other means (Refer to General Plan Policies UD-A.11-12).

Policy 4.1.16 Place parking underground wherever site conditions allow.

Policy 4.1.17 Consolidate parking for multiple properties, where opportunities arise, to reduce the average cost of construction and minimize the number of curb cuts and garage entrances.


Create access to parking from the alleyway

Policy 4.1.18 Strongly discourage at grade parking. Where at-grade parking is necessary, it should be wrapped with a minimum of 15 feet of active use, such as residential and/or retail, on both the primary and secondary street frontages, except for the minimum frontage required for fire doors and parking access.
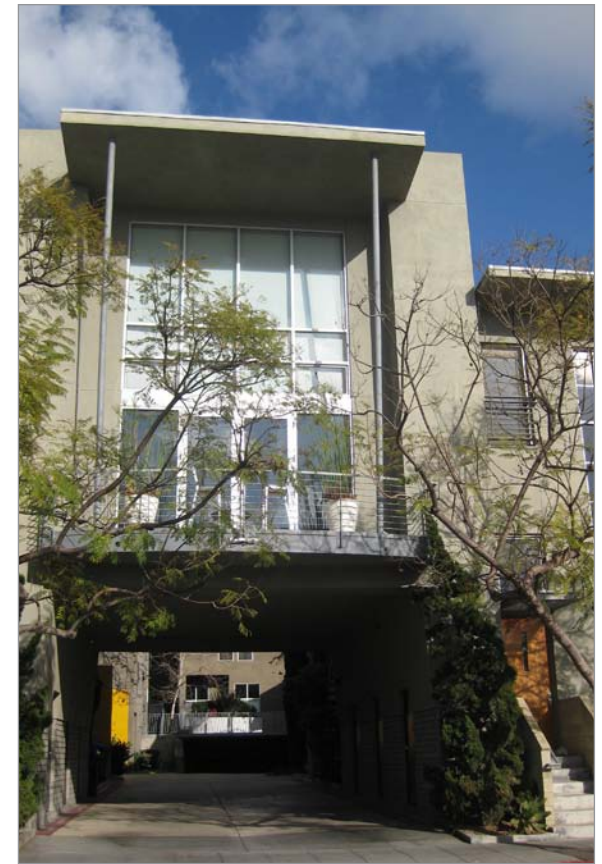
Screen curb cuts and automotive entryways with low building elements

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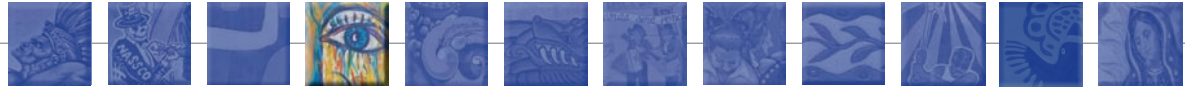
Policy 4.1.19 Eliminate curb cuts concurrent with development, and locate parking, service, and loading access at the rear of buildings. If this is not possible, screen these elements with low building elements that integrate living walls, public art, and lighting design.

Policy 4.1.20 Prohibit drive-throughs in all new commercial and retail development.

BUILDINGS AND FRONTING SIDEWALK POLICIES

Policy 4.1.21 Design buildings to: respect the surrounding desirable character of the neighborhood; provide diverse living, working and shopping environments; and create active, safe and attractive public spaces. (Refer to General Plan policies UD-C.1– UD-C.7).

Policy 4.1.22 Ensure that building openings and fenestration should represent the uses behind them, minimize visual clutter, harmonize with prevailing conditions, and provide architectural interest. Windows should have a minimum recess of 3 inches.

Locate active uses on the ground floor

Policy 4.1.23 Locate active uses on the ground floor of the buildings in order to enliven and engage the street.

Policy 4.1.24 Access ground-floor units directly from the public right-of-way. If this is not feasible, provide access through a transparent lobby.

Policy 4.1.25 Clearly identify entryways. This can be achieved through adding awnings, creating a landing area or front porch, or adding design details.

a) Residential units fronting a street or alley should have their primary entryway accessible from the street or alley.
b) Garages should not take the place of the main entryway.

Policy 4.1.26 Require that buildings embrace the public realm, and be set back only to accommodate elements that enhance this effect.

Buildings should be set back to accommodate front steps and stoops to help embrace the sidewalk

This includes wider sidewalks, front steps and stoops to create lively storefronts or to mark entrances.

Policy 4.1.27 Enhance setback areas with high quality streetscape elements and landscape.

Policy 4.1.28 Prohibit chain-link fencing on parcels adjacent to the street or public right of way.

Policy 4.1.29 Ensure that building form celebrates corner locations where topography permits. For neighborhood-serving commercial and mixed use projects, retail entrances should be located at corners.

a) Primary residential entrances may be located away from the corner to prevent congestion.
b) For all types of development, special building elements and architectural expressions, such as towers, special entries should be used strategically at key locations to address key

Building form should celebrate corner locations

53

street intersections and celebrate nearby important public spaces. These elements should be integrated into the overall design of the building.

c) Encourage the use of special corner treatments for buildings that front onto the intersections of Cesar E. Chavez Parkway, Sigsbee Street, Beardsley Street, 16th Street, Dewey Street, Evans Street, Sampson Street, and Sicard Street, as well as 27th and 28th Streets.

ACCESS TO LIGHT AND AIR POLICIES

Policy 4.1.30 Orient and configure development to allow for adequate access to light and air so that daylight is able to reach all living spaces for part of the day; and adequate ventilation is provided when windows are open.

a) Buildings should avoid configurations that rely on narrow side yards for access to air and light.

b) Courts, niches, alcoves, and other spaces should be provided in new residential and mixed-use development to allow for access to air, light, and ventilation from two or more sides if possible.

Policy 4.1.31 Require that residential and mixed-use development maximize access to private outdoor space and light while ensuring an adequate level of privacy of all residents.

a) Windows and balconies should not face or overlook each other.

b) When possible, minimize the number of windows looking into neighboring interior private yards. Otherwise, provide landscape or architectural features that afford privacy.

c) Residential balconies are strongly encouraged. Such balconies should be designed to work within the building's façade and used to help express different modulations of the building. Balconies can be inset, projecting, or a part of an upper terrace. Plantings on balconies are strongly encouraged.
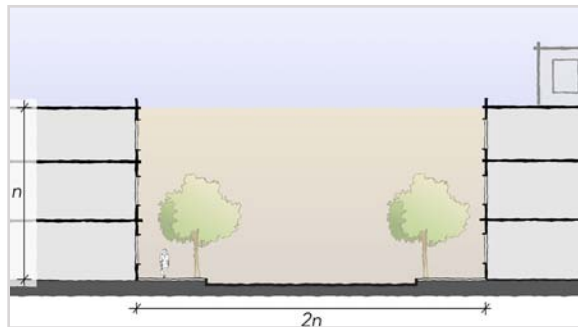
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Orientation and configuration of development should allow for adequate access to light and air
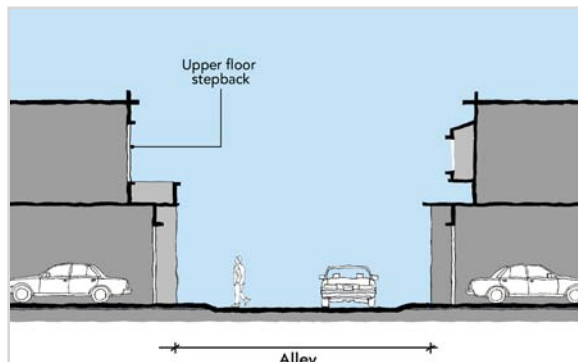

Residential and mixed-use development shall maximize access to private outdoor space
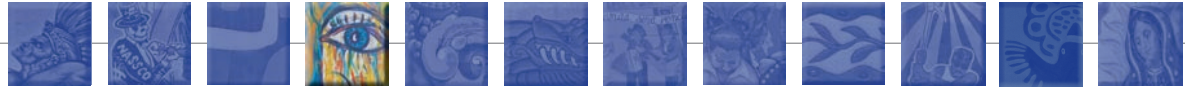
Step development down as it approaches the San Diego Bay

Establish building heights to be proportional to street' widths

Provide upper story setbacks along alley frontages

BUILDING HEIGHT POLICIES

Policy 4.1.32 Use the surrounding buildings to inform variations in height and massing of development.

Policy 4.1.33 Step down development in height as it approaches the Bay to reinforce the city's natural topography and to enhance views to the San Diego Bay (Figure 8-1).

Policy 4.1.34 Ensure that development height be roughly proportional to street width, except where different heights are desired to reflect the importance of key streets within the Community Village area or to preserve desired lower-scale character within the Historic Core.

Policy 4.1.35 Incorporate upper story setbacks in development to maintain adequate light and air to sidewalks and frontages along alleys.

PUBLIC VIEW POLICIES

Policy 4.1.36 Require buildings along National Avenue, Main Street, Newton Avenue, and Logan Avenue northwest of the San Diego-Coronado Bridge to accommodate a minimum sidewalk width of 12 to 14 feet to preserve views toward downtown and allow for enhanced pedestrian amenities.

Policy 4.1.37 Require buildings along Sampson Street to be set back 5 feet from the back edge of the sidewalk to frame views toward San Diego Bay.

Policy 4.1.38 Require buildings along Cesar E. Chavez Parkway to be set back to accommodate a minimum sidewalk width of 13 to 15 feet to preserve views toward San Diego Bay and allow for enhanced pedestrian amenities.

Policy 4.1.39 Require buildings constructed in the westernmost portions of the community near Harbor Drive to be designed to maintain existing views, and where possible enhance the bayview corridors to San Diego Bay along Beardsley, Cesar E. Chavez, Evans, Sampson, and Sicard.

National Avenue view corridor

55

HISTORICALLY AND CULTURALLY SIGNIFICANT BUILDING POLICIES

Policy 4.1.40 Ensure that infill development is designed to positively reflect the qualities of historically and culturally significant buildings and not merely replicate the architectural style.

Policy 4.1.41 Maintain the fine-grained scale of much of Barrio Logan by developing projects to match existing parcel footprints.

Policy 4.1.42 Preserve notable landmarks and areas of historic, architectural and aesthetic value, and promote the preservation of other buildings and features that provide continuity with the past.

Policy 4.1.43 Site buildings so that they reinforce street frontages and alleyways and relate to the context of existing and planned buildings.

Policy 4.1.44 Encourage buildings to express a variety of architectural styles, but should do so with full awareness of, and respect for, the height, mass, articulation and materials of the high quality (desirable) older buildings that surround them.

Infill development should provide positive additions to the best of the old
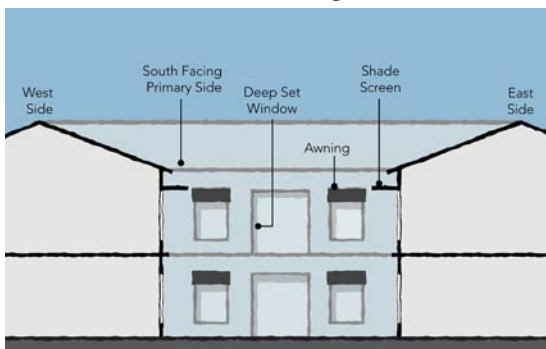
4.2 CLIMATE SENSITIVE BUILDING POLICIES

Development of infill buildings and retrofitting of existing buildings should take into account energy efficient design. When energy efficient design is incorporated into the overall site planning and individual building design, it can create a distinctive context sensitive architecture that will be unique to the Barrio Logan neighborhood. Macro and micro level design solutions may include the following:

Policy 4.2.1 Minimize building heat gain and appropriately shade windows through techniques including:

- Orient buildings and lots to minimize east and west facing facades.
- Configure buildings in such way as to create internal courtyards to trap cool air while still encouraging interaction with streets and open spaces.
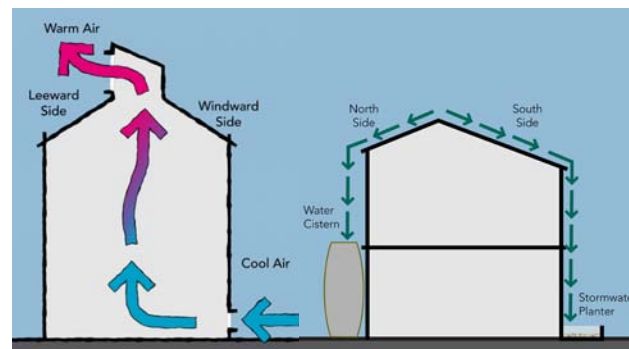- Provide awnings, canopies and deep-set windows on south facing windows and entries.
- Provide exterior shades and shade screens on east, west and south-facing windows.
- Use horizontal overhangs, awnings or shade structures above south facing windows to mitigate summer sun but allow winter sun. Encourage overhang depth to equal half the vertical window height to shade the window from early May to mid-August but still allowing the winter sun.
- Provide vertical shading and fins on east and west facing building facades.

Policy 4.2.2 Maximize natural and passive cooling that builds on the proximity of the nearby San Diego Bay through techniques using:

- Install high vents or open windows on the leeward side of the buildings to let the hottest air, near the ceiling, escape.
- Create low open vents or windows on the windward side that accepts cooler air to replace the hotter air.
- Ensure that leeward openings have substantially larger total area (50% to 100%) larger than those on the windward side to ensure adequate pressure to facilitate air movement.
- Include high ceiling vaults and thermal chimneys to promote rapid air changes and to serve as architectural articulation for buildings.
- Use wing walls (vertical solid panels placed alongside of windows perpendicular to the wall on the windward side of the building) to accelerate the natural wind speed due to pressure differences.

GREEN BUILDING POLICIES

Policy 4.2.3 Incorporate environmentally conscious building practices and materials by:

a) Using durable construction materials, as well as re-used and recycled materials.
b) Encouraging the use of permeable paving elements in auto and non-auto-oriented areas.
c) Minimizing impervious surfaces that have large thermal gain.

Policy 4.2.4 Provide on-site landscaping improvements that minimize heat gain and provide attractive and context sensitive landscape environments, by:

a) Planting deciduous trees on the south side of buildings to shade the south face and roof during the summer while allowing sunlight to penetrate buildings in the winter.
b) Planting vegetation adjacent to exposed east and west facing walls.

Minimize building heat gain with appropriate courtyard configurations and shading fenestration techniques

Maximize natural and passive cooling

c) Planting groundcovers that prevent ground reflection and keep the surface cooler, preventing re-radiation.

Policy 4.2.5 Ensure development integrates storm water BMPs on-site to maximize their effectiveness by:

a) Encouraging the use of intensive and extensive green roofs and water collection devices, such as cisterns and rain barrels, to capture rainwater from the building for re-use.

b) Utilizing downspouts to discharge into disconnected impervious areas to interrupt the direct flow of rainwater from the buildings to the storm water system.

c) Minimizing on-site impermeable surfaces, such as concrete and asphalt. Utilizing permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), or cobble-stone block pavement to detain and infiltrate run-off on-site.

d) Using shared driveways to reduce impermeable paving.
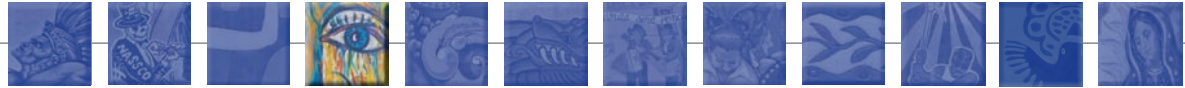
4.3 URBAN FOREST/STREET TREES

Tree-lined streets enhance a community and leave lasting impressions for anyone who lives, works, or visits the community. Street trees are a significant and highly visual portion of the urban fabric, and are a vital part of the infrastructure system essential to the quality of life in an urban environment. Street trees provide economic, environmental, social and aesthetic benefits. Street trees can give a distinctive character to the community, establish visual harmony and continuity along the street, help to increase property values, enhance civic pride, absorb carbon dioxide, improve health, promote overall well being, reduce storm water runoff and produce oxygen and filter airborne particulates to help reduce air pollution.

Policy 4.3.1 Shade-producing street trees should be the primary organizing element of the streetscape; restrictions and conflicts with other elements should be minimized to ensure consistent plantings. See Appendix A for a list of Street Trees.

COMMUNITY CORRIDORS

Principal thoroughfares will be consistently planted with selected theme trees, establishing strong, recognizable community-wide design elements. The community corridor street tree plan establishes individualized streetscape concepts for major thoroughfares in the community. These streetscapes act as linear gateways to the community and contain some significant commercial areas. These streets include Logan Avenue, National Avenue, Newton Avenue, Main Street and Cesar E. Chavez Parkway. In addition to giving the streetscape a unified character, the following should be considered:

a) Theme trees are the dominant species and will establish the character of the street.

b) Alternate trees are also appropriate and should be used when conditions for the Theme Tree are inappropriate, or when there is a need to separate the dominant species for disease prevention or visual accent purposes.

LANDSCAPE DISTRICTS

For purposes of neighborhood street tree selection, the community has been divided into the following six districts based on their built environments: Community Village, Historic Core, Transition Area, Main and Boston Corridor, Harbor Drive, and Prime Industrial (See Figure 2-3 for Neighborhood Areas map). Each district will be distinguished by a unique selection of trees. Within each selection, any of the listed trees can be established as the theme tree for a particular block, street or area. Consistent tree planting within neighborhoods will help to foster a cohesive sense of place.

Shade producing street trees along Dalbergia Street

THEME TREE

These are trees that form the dominant character of the street. Theme trees should be used to unify the street unless site conditions require that an alternate or an accent tree be used.

ALTERNATE TREE

These are trees that are considered appropriate for the site, due to view corridors, orientation of the street to views, or micro-climate conditions. New planting should use these theme trees, however when conditions for the tree cannot be achieved, or when there is a need to separate the theme tree for disease prevention purposes an alternate tree should be used.

ACCENT TREE

Accent trees should be selected based on flowering habit, foliage color, foliage texture, and/or tree form. Accent trees should compliment the theme tree.

URBAN FOREST/STREET TREES POLICIES

Policy 4.3.2 Incorporate shade-producing street trees along all streets and roadways by:

a) Optimizing tree canopy – the optimum canopy will vary in accordance with street size, existing infrastructure, community needs, environmental limitations, and aesthetic considerations.

b) Planting two different species of tree per block to mitigate the loss of an entire planting of trees due to disease. Placement of different species should be organic in nature rather than simply alternating one species with another.

c) Providing an appropriate mix of drought-tolerant tree types in order to provide a diverse ecosystem more able to adapt to changing environmental pressures.

d) Providing a mixed age tree population. Including a mix of juvenile, young, and mature trees is essential to ensure a constant level of benefits from street trees.

e) Providing varied forms, textures, structure, flowering characteristics and other aesthetic benefits to enhance the types of street environments found in Barrio Logan.

59

Policy 4.3.3 Encourage and support community design and plantings of additional street trees that are consistent in theme and character.

Policy 4.3.4 Require, where sidewalks/setbacks exceed a total of 15 feet, a double row of street trees.

Policy 4.3.5 Provide for the necessary care of existing street trees and ensure that trees which are damaged are replaced in-kind in a timely manner.

Policy 4.3.6 Use accent trees that are a different species than the adjacent street trees at important street intersections or corners.

Policy 4.3.7 Ensure that public agencies and private enterprises responsible for maintenance of street trees operate with common goals and objectives by:

   a) Coordinate with public agencies and private enterprises when impacting street trees.

   b) Reduce conflicts with existing infrastructure through proper tree selection and through the recognition of street trees as a vital and equal component of the City's infrastructure.

Policy 4.3.8 Space street trees no further than 30' on center to achieve a continuous canopy.

Policy 4.3.9 Encourage contiguous tree-lined parkways along residential streets, such as Boston Avenue.

Policy 4.3.10 Provide large trees in tree grates along commercial streets, when contiguous parkways cannot provide adequate room for both circulation and the landscape planted area.

Policy 4.3.11 Encourage residents and businesses to organize and implement tree planting programs consistent with the Landscape Districts recommendations. Selection of one theme tree, from the Landscape District list (Appendix A), for each neighborhood street, or block is recommended to create local continuity and identity.

Policy 4.3.12 Maintain existing parkways and, provide landscape parkways between the curb and sidewalk in new developments and redeveloped areas.
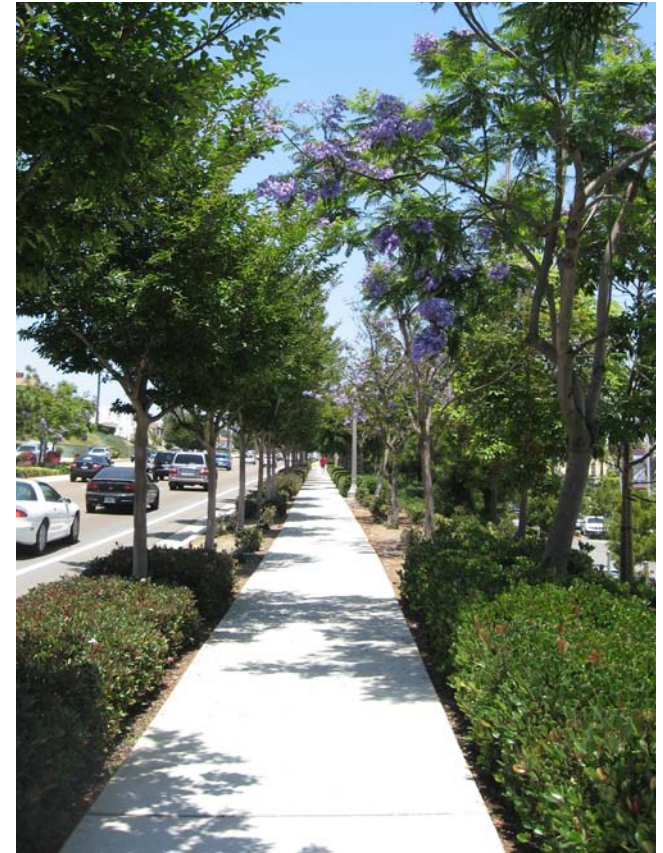
Encourage Tree-lined Streets

60